

BEST AVAILABLE COPY**1-7. (CANCELED)**

8. (NEW) A method of controlling a power train for a wheel loader having one pressure-medium actuated brake and one variable ratio transmission connected to an engine via a torque converter, the method of controlling the power train comprising the steps of:

actuating at least one of a forward gear and a reverse gear of the transmission by a power shift clutch, and

actuating a power-take-off from the transmission;

determining a value of total transmission power supplied to the power-take-off;

comparing the value of the transmission power supplied to the power-take-off with a predetermined value of power delivered by the transmission to the power-take-off;

reducing the pressure of the power shift clutch for one of the forward and reverse gears to a residual level when the value of the transmission power supplied to the power-take-off exceeds the predetermined value of power delivered by the transmission to the power-take-off, and

changing the ratio of the transmission when the predetermined value of the power delivered by the transmission to the power take off is exceeded, so that the ratio of the transmission changes in a manner such that an input force to the torque converter of the wheel loader is maintained.

9. (NEW) The method of controlling a power train for a wheel loader having one pressure-medium actuated brake and one variable ratio transmission operated via a torque converter as set forth in claim 8, the method of controlling the power train comprising the further steps of engaging a first forward gear when the predetermined value of the power delivered by the transmission to the power take off is exceeded, so that the input force of the wheel loader is maintained.

10. (NEW) The method of controlling a power train for a wheel loader having one pressure-medium actuated brake and one variable ratio transmission operated via a torque converter as set forth in claim 8, the method of controlling the power train comprising the further step of reducing the pressure on the pressure-medium actuated brake when the predetermined value of power delivered by the transmission to the power take off is exceeded.

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11. (NEW) A power train control for a wheel loader comprising:
a pressure-medium actuated brake
a variable ratio transmission receiving a drive input from an engine via a torque converter, the variable ratio transmission comprising;
a power shift clutch for actuating at least a forward and a reverse gear;
a power take off receiving an actual value of power delivered by the transmission to the power take off ;
a predetermined value of power delivered by the transmission to the power take off stored in a drive train control; and
a power shift clutch control state wherein the predetermined value of power delivered by the transmission to the power take off is exceeded by the actual value of power delivered by the transmission to the power take off and a pressure actuating of the power shift clutch for a forward or reverse gear is reduced to a residual level to provide slipping of the power shift clutch and ensure that the drive input from the engine through the torque converter and to the transmission is maintained.

12. (NEW) The power train control for a wheel loader as set forth in claim 11 wherein the transmission further comprises a first forward gear being engaged when the predetermined value of the power delivered by the transmission to the power take off is exceeded by the actual value of power delivered by the transmission to the power take off.

13. (NEW) The power train control for a wheel loader as set forth in claim 11 wherein a pressure on the pressure medium brake is reduced when the predetermined value of the power delivered by the transmission to the power take off is exceeded by the actual value of power delivered by the transmission to the power take off.